



## The Kelch Aviation Museum at Brodhead Airport

By Jerry Thomas

At our most recent EAA Chapter 932 Gathering, we were pleased to host Mr. Pat Weeden, the Executive Director of the Kelch Aviation Museum at the historic Brodhead Airport in Wisconsin. The museum is planning a new facility to house its collection of vintage aircraft, cars and archives from the Golden Age of Aviation.

Al Kelch was a pioneer in the manufacturing of industrial plastics. Among his many innovations was the process for manufacturing the ubiquitous orange traffic cone. Success allowed Al to follow his passions for historic airplanes, boats and automobiles, collecting and restoring dozens of aircraft including a number of rare examples. Al was a founding member of the EAA Antique/Classic division and the editor of "Vintage Airplane", the division's magazine. In 2003, Al Kelch was inducted into the EAA's Vintage Aircraft Association Hall of Fame. After his death, the entire collection was placed into a trust, along with funds to establish a permanent home for the vintage aircraft.

In April of 2015, the Kelch Aviation Museum, Inc. purchased several acres adjacent to the Brodhead Airport where they intend to build year-round museum facilities that will be open to the public so everyone can experience this fine collection of aircraft.

Brodhead Airport has a reputation as being one of the finest grass airports in the Midwest and is also home to EAA Chapter 431 ([www.eaa431.org](http://www.eaa431.org)). It hosts a number of fly-in events each year including a chili-ski fly-in during the winter, a pancake breakfast in May, and a three-day gathering of the Midwest Antique Airplane Club in September. The national Pietenpol, Hatz and Bleriot clubs also hold a joint three-day gathering at Brodhead each July. Not surprisingly, the airport, currently home to nearly 75 aircraft in various stages of construction, restoration or in active airworthy condition, is recognized for its commitment to restoring and demonstrating vintage aircraft from the period between WWI and WWII. In addition to aircraft, Brodhead Airport is home to one of the few remaining Airway Beacon Towers that were used as visual navigation to guide pilots flying between Chicago's Midway Airport and St. Paul.

To learn more about the Kelch Aviation Museum and Brodhead Airport, click your way over to [www.kelchmuseum.org](http://www.kelchmuseum.org). Be sure to move through their news pages to see a number of articles and photos on many of the vintage aircraft you're likely to see in their skies!

### Highlights

|                        |   |
|------------------------|---|
| Kelch Aviation Museum  | 1 |
| President's Report     | 2 |
| Flight School News     | 3 |
| Flying Light           | 4 |
| EAA Chapter 932 Events | 5 |
| Workshop Visit         | 6 |
| EAA Chapter Info       | 7 |
| Airport Contact Info   | 8 |

## President's Report

### Greetings EAA Chapter 932 Members,



Thomas Quast in the boarding area at the Kona Keahole Airport waiting to board this Hawaiian Air Boeing 717 on a flight to Honolulu, March 28, 2018. The outdoor terminal in Kona is quite unique compared to most airports!

I hope everyone is doing well as the first quarter of 2018 is behind us. As I write this, some winter-like weather still seems to prevail. Warmer days with some good flying weather will hopefully be at our doorstep. Chapter 932 has remained active over the past several weeks. Our March gathering provided us with a neat presentation by Pat Weeden from Kelch Aviation Museum. For those of you who have never been to Brodhead Airport up in Wisconsin, take the time to head up there one day. There is an amazing population of vintage airplanes based at this field. As the Kelch Museum comes into reality, it will give you another good reason to drop in there during your next cross country flight. It was really neat to hear Pat tell us how some local aviation history will be preserved within Kelch Museum at Brodhead Airport.

Our board met for a regular business meeting on March 15. Minutes from the meeting are available from chapter secretary Paul Sedlacek. We have been working hard to come up with some good activities for the coming months. Keep an eye on our chapter website during the next few weeks for the latest updates. As always, membership at large is welcome to attend our business meetings on the third Thursday of every month at 6:30 pm in the Galt FBO. Your input and suggestions are very welcomed!

One of our biggest events just around the corner is Barnstormer Day on June 16. We have a good footprint from last year's event to run this event successfully provided Mother Nature gives us nice weather. A key component for this event to run smooth is a good force of volunteers. As the event approaches, we will be reaching out to our membership to help out. Please consider setting aside a little bit of time to help out if you can. It is a fun event to work at as well as enjoy with your family.

As April kicks in we will have a regular chapter gathering on Saturday, April 14. Our program guest speaker will be Major Jim Welsch from the Civil Air Patrol. Major Welsch will speak to us about what transpires when the Civil Air Patrol launches a search and rescue mission for a missing or downed aircraft.

I hope everyone has a good month. Thanks to all for making EAA Chapter 932 and Galt Airport a great community of people. Fly safe!

**-Arnie Quast, President, EAA Chapter 932**



## Flight School News

### Aerosport, LLC.

AeroSport, based at Galt Airport (10C) is the U.S. Distributorship for the BushCat Light Sport aircraft, a backcountry, high-wing LSA bush plane with one of the lower price-points in the LSA market. It has the benefits of ease of maintenance, very low operating costs and above all, is incredibly fun to fly! AeroSport is also a dealer for the Sling LSA. A low-wing LSA, the Sling is a more sleek cruiser aircraft. Both of these LSAs are available for rental and for light sport instruction at Galt Airport through JB Aviation at (815) 648-2433.

For more information on Light Sport or on the BushCat or Sling LSA, contact AeroSport at (888) 211-1773, E-Mail:

[info@aerosportplanes.com](mailto:info@aerosportplanes.com) or  
[www.aerosportplanes.com](http://www.aerosportplanes.com)

## Meet the Newest Addition to Our Fleet

**Cessna  
150**



**\$95**

*per hour  
club rate*

**JB Aviation  
Flight School**

815-648-2433

GALT AIRPORT 5112 GREENWOOD RD GREENWOOD, IL 60097

## Flying Light

By Daniela Knoll – Aerosport, LLC.

What's this Light Sport or LSA hype all about? It's a question that many pilots with a PPL certificate or higher may be asking themselves. Many general aviation pilots may not care about Light Sport Aircraft (LSA), but the truth is more and more LSA's are hitting the market and being seen in the skies and at local airports.

Thanks to the efforts of the EAA to persuade the FAA to create these regulations, flying has become less expensive and easier. You can become a sport pilot with as few as 20 hours of instruction. You can fly a one or two seat aircraft capable of speeds up to 138 mph. And you can pass the medical requirements just by having a valid driver's license.

A few other benefits of a Sport License or LSA are:

- Build an approved light-sport aircraft kit that may be as much as 99% complete from the factory.
- Fly interesting alternative aircraft such as powered parachutes, weight shift-controlled (trikes), gliders, gyroplanes, or balloons.

Naturally, anyone wishing to fly as a sport pilot has to operate within certain guidelines. A click on the Light-Sport Aircraft section of the EAA's website offers clear explanations of the features and limitations of an LSA and what it takes to qualify as a sport pilot, whether you're new to flying or hope to continue flying without the need for a third-class medical. <https://www.eaa.org/en/eaq/aviation-communities-and-interests/light-sport-aircraft>

### BasicMed went into effect on May 1, 2017

Aviation medical reform is nearly complete. Many pilots may be waiting to qualify. Most need only to fulfill the requirement for an online evaluation every two years (free from AOPA) plus needing to see a doctor every four. If they did not earn a third class medical in the last 10 years, they *must* get that out of the way first. This is potentially a big problem, as many may have let their medical lapse for various reasons. The good news is that LSAs trigger **no** such requirement.

Some pilots will be able to acquire airplanes from the used GA fleet at low cost or continue to fly the one they already own or rent. However, the appeal remains strong for a new LSA at an affordable price or a used LSA at a reduced cost. These aircraft often feature modern fuel-efficient engines, highly sophisticated equipment and low operating costs with performance to match many GA airplanes, albeit with two seats.

The 'hoops' put in by the FAA with BasicMed make it anything but simple. There are still checks and evaluations that make this far more complex than the LSA requirements. Skeptics say that BasicMed is actually worse than what they have at the moment. Some physicians will be unsure of what is really required and perhaps be reluctant to sign off on a certificate that they know so little about. Will doctors unfamiliar with aviation be willing to sign off for aviation medicals? Will they be willing to take on the responsibility for this in light of the legal response, if it should occur that a pilot has a medical issue while flying after seeing a regular doctor; time will tell. Until those questions are answered, it would seem that the LSA rule is far better and less complicated.



## EAA Chapter 932

### Bahamas Adventure

This February two adventurous couples from Galt flew their GA planes down to Fort Stuart, FL, and then headed east out over the Atlantic! They spent the next nine days exploring five of the more remote and less inhabited Bahamian islands by air and enjoying amazing beaches and fabulous food. Please join Jean and Bob Forni and Beth and Eric Rehm as they share their Bahamas experiences including flying over water, dealing with customs, safety equipment, weather briefings, and all the fun things you can do once you get there.



Join the Rehm's and the Forni's:

EAA Chapter 932 Chapter Gathering

Saturday, May 12 at 10:00 AM

Galt Airport  
Hangar H10 and H11

## Adirondack Chair Project Update

By Bill Tobin



Several members of Chapter 932 have jumped in to help with the Adirondack Chair Project for the EAA's "Blue Barn" at AirVenture. After two building sessions to date we have framed up both chairs and are now working on the decorative embellishments. We will get word out on our next work party very soon.

## Workshop Visit

By Jerry Thomas

On Tuesday evening, March 27, Dan Johnson opened up his home workshop to show us his float construction project. With the first float nearly finished, he was hoping to get some capable hands to help get the second one underway. The completed set will be installed on his experimental Rans. Dan, a CFI with over 4,000 hours on floats, spent three years flying float planes in Alaska after he retired.



## EAA Chapter 932 Contact Information

**President:** Arnie Quast (815) 403-1696 [president@eaa932.org](mailto:president@eaa932.org)

**Vice President:** Bill Tobin (847) 260-1328 [vp@eaa932.org](mailto:vp@eaa932.org)

**Secretary:** Paul Sedlacek (847) 949-6850 [secretary@eaa932.org](mailto:secretary@eaa932.org)

**Treasurer:** Joe Feigel (815) 276-5345 [treasurer@eaa932.org](mailto:treasurer@eaa932.org)

**Newsletter Editor:** Kim Feigel (815) 403-5662 [editor@eaa932.org](mailto:editor@eaa932.org)

**Webmaster:** Meira Leonard (815) 245-3110 [webmaster@eaa932.org](mailto:webmaster@eaa932.org)

**Young Eagles Coordinator:** OPEN POSITION [youngeagles@eaa932.org](mailto:youngeagles@eaa932.org)

**Membership Chairperson:** David Carlson (847) 275-6248 [membership@eaa932.org](mailto:membership@eaa932.org)

**Scholarship Committee Chairperson:** Beth Rehm (847) 530-8014 [scholarships@eaa932.org](mailto:scholarships@eaa932.org)

**Web Site:** <http://www.eaa932.org>

**Facebook:** <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Traffic is published monthly and electronically distributed to approximately 800 readers. You can download current and past issues from the chapter website at [www.eaa932.org/newsletters.html](http://www.eaa932.org/newsletters.html). To be added to the distribution list, please contact [editor@eaa932.org](mailto:editor@eaa932.org)."

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>

## Galt Airport Contact Information

### **Galt Field Airport**

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

**Airport Owners:** Diane and Claude Sonday [dsonday905@aol.com](mailto:dsonday905@aol.com)

**Airport Manager:** Justin Cleland, (815) 648-2433, [FBO@galtairport.com](mailto:FBO@galtairport.com)

**Director of Maintenance:** Brian Spiro, (815) 648-2642 [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com)

**Office:** Rebekah Busse, (815) 648-2433 [Rebekah@galtairport.com](mailto:Rebekah@galtairport.com)

**Web Site:** <http://www.galtairport.com>

**Facebook:** <http://www.facebook.com/GaltAirport>

**Airport Business Hours:** 8:00 a.m. to 5:00 p.m. Monday through Sunday (winter hours)